



Granite State Clean Cities Coalition (GSCCC) Spring/Summer 2022 Newsletter



It was great to see many of you last month at the Drive Electric NH event hosted by Unitil in Exeter (pictured above)!

As we spring into our 20th summer, GSCCC is geared up to support and celebrate your clean transportation

info gathering and project development.

*Don't hesitate to reach out if we can be of assistance,
answer any questions, connect you with alternative fuel resources,
or facilitate connections to fleet project leaders who can share
their steps taken and lessons learned.*

Thank you for all you do!

~[Jessica](#)

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Granite State Clean Cities Coalition Marks 20 Years



GSCCC contributes to national success in advancing affordable, domestic transportation fuels and technologies.

Concord, NH - Since its founding in 1993, the federal Clean Cities Coalition Network has succeeded in building local partnerships to advance affordable, domestic alternative transportation fuels and technologies to help ensure our nation's energy and economic security. The U.S. Department of Energy's Vehicle Technologies Office facilitates national coordination of the coalitions through its Technology Integration Program. This year the Granite State Clean Cities Coalition (GSCCC), a program founded in 2002 and hosted by the New Hampshire Department of Environmental Services (NHDES), marks its 20th anniversary contributing to that mission through the implementation of projects and programs by its 150 stakeholders and partners.

Through a combination of projects focused on increasing vehicle efficiency, shifting to domestic alternative fuel sources, and offering consumers additional transportation choices, GSCCC stakeholders saved over 1.6 million gasoline gallon equivalents in 2021 alone. Nationally, Clean Cities coalitions have achieved a cumulative reduction in energy use equal to nearly 10 billion gasoline gallon equivalents and avoided more than 52 million tons of emissions.

GSCCC provides connections, tools, and resources for vehicle fleet managers, businesses, towns, and cities who are looking to save money by implementing fuel efficient strategies and adopting affordable, domestic clean transportation fuels and technologies. Examples of successful stakeholder projects include Nashua Transit System's hybrid-electric transit buses, Eversource Energy's biodiesel bucket trucks with battery powered aerials, and Manchester Transit Authority's propane powered school buses.

"Initially, I was skeptical that we would be able to achieve much. I absolutely believe in the mission of GSCCC but was concerned that as a public bus fleet, the budget factors would prove prohibitive," said Mike Whitten, Executive Director of Manchester Transit Authority. "I'm so glad that I agreed to participate though, and through our partnership with GSCCC, we implemented our first hybrid-electric buses and converted the entire diesel fleet to biodiesel. We are now in the process of transitioning our school bus fleet to run on propane. These changes provide not only benefits to our environment, they've provided economic savings that we are able to move forward with into the next project in hopes of achieving ever growing benefits for our community."

With a focus on education and outreach, GSCCC is engaged in webinars, events, workshops, and conferences to support projects in communities around the state. This is made possible through collaborative partnerships with neighboring Clean Cities Coalitions, local working groups like Drive Electric NH, and the efforts of local energy commissions and sustainability committees, to name a few.

“Clean Cities is an instrumental partner in the development of alternative fuel projects throughout our area, including a range of fuels like Compressed Natural Gas, Renewable Natural Gas, Propane, Electric, Hydrogen, and Biodiesel. The ability to leverage the knowledge base of Clean Cities coalitions nationwide has been critical to getting projects pointed in the right direction, with support at all levels,” said Scott Zepp, a founding GSCCC Advisory Board Member, and Director of Business Development for Consolidated Utilities Corporation, a company specializing in the maintenance of compressed natural gas fueling stations. “Having access to the Clean Cities network has been a key contributor to the success of a number of GSCCC projects, as we’ve been able to share ideas and learn from each other.”

This year, GSCCC will be promoting municipal and commercial electric vehicle and equipment opportunities by co-hosting a webinar series and demonstrations, supporting funding opportunities (like the NH Clean Diesel Grant and National Electric Vehicle Infrastructure Programs), and supporting events like AltWheels Fleet Day. If you are interested in these resources and opportunities, [sign up for our mailing lists](#). Join us as we kick off another 20 years!

Federal Infrastructure Bill: Funding & Updates



EPA's Clean School Bus Rebate Program

Applications Due August 19, 2022

The Environmental Protection Agency (EPA) is accepting rebate applications for the [Clean School Bus Rebate Program](#) until August 19, 2022. EPA is offering \$500 million for zero-emission (battery electric) and clean (propane and CNG) school bus rebates.

This bus replacement program can reimburse up to \$375,000 per battery electric bus **plus additional funding for charging infrastructure**, up to \$45,000 for CNG, and up to \$30,000 for propane.

Eligible and prioritized applicants:

- State and local government entities that provide bus service
- Public school districts including charter schools
- Nonprofit school transportation associations
- School bus dealers and manufacturers who can sell, or finance the sale of, clean or zero-emission school buses or related charging/fueling infrastructure
- Tribes, Tribal organizations or Tribally-controlled schools
- [Prioritized School Districts](#) - click to see **NH** schools
- [Prioritized Applicant List](#) - click to download and see **NH** applicants

Eligible projects:

- **Battery electric school buses** replace model year 2011 or newer internal combustion engine buses (which can be scrapped, sold or donated)
- **Battery electric school buses** replace model year 2010 or older non-diesel internal combustion engine (which must be scrapped)
- **Propane and natural gas powered school buses** replace model year 2010 and older diesel-powered school buses (which must be scrapped)

Program details:

- 2022 Clean School Bus Rebates [Program Guide](#)
- EPA is accepting [rebate applications](#) until August 19, 2022

Questions about applying may be directed to CleanSchoolBus@epa.gov

EPA-hosted Webinar Series: [Click to Register for webinars highlighting "How to Apply" with live Q&A -- or watch prior recordings](#)

This is the first competition that EPA is running through the Clean School Bus program. The Agency will also launch a grant competition later this year.

Further Clean School Bus competitions funded by the Bipartisan Infrastructure Law will be run every year over the next five years.

The initial Report to Congress on the Clean School Bus Program was completed on January 31 and published [here](#). The Clean School Bus Program is part of the Bipartisan Infrastructure Law (BIL) which provides \$5 billion over five years (FY 2022-2026) for the replacement of existing school buses with clean school buses and zero-emission school buses.

EPA has created a new listserv dedicated exclusively for the Clean School Bus Program. Sign up for this email listserv [here](#) to receive future emails with information about upcoming funding opportunities, how to apply, eligible technologies and their benefits, and best practices and lessons learned.



National Electric Vehicle Infrastructure (NEVI) Program: 180-Day Minimum Standards ***Open for Public Comment***

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has announced in the Federal Register a [Notice of Proposed Rulemaking](#) on their proposed minimum standards and requirements for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program -- *New Hampshire Department of Transportation would receive approximately \$17 million dollars over 5-years.*

The proposed regulation is **open for public comment** - you can view it [here](#). The first 61 pages are the preamble (note: the preamble includes a few specific requests that FHWA would like to hear particular comments on). Pages 62-82 contain the actual proposed regulatory text (pay particular attention to the definitions). Comments must be received on or before August 22, 2022. You can submit comments [here](#). (Note: comments can be a single line of text or a file attachment).

Below are some highlights from the proposed rules:

- **Installer certification** - require all electricians installing, maintaining, and operating EV chargers to be certified through the Electric Vehicle Infrastructure Training Program (EVITP)

Note: EVITP Webinar July 7 - [learn more](#)

- **Equipment certification** - require all EV charging infrastructure to obtain certification from an Occupational Safety and Health Administration (OSHA) Nationally Recognized Testing Laboratory
- **Charging port standards** - require Direct Current Fast Chargers (DCFC) to connect and communicate with EVs through the Combined Charging System (CCS) port
- **Charging station power levels** - require each station to be capable of providing a minimum 150 kW per charging port
- **Charging station sites** - must have at least four charging network-connected DCFC ports and must be physically accessible to the public 24/7, year-round
- **Long-Term Stewardship** - require States to maintain EV charging infrastructure in compliance with the provisions in the proposed regulation for at least 5 years from the date of installation

DOE Launches Bipartisan Infrastructure Law's \$8 Billion Program for Clean Hydrogen Hubs Across U.S.

The U.S. Department of Energy (DOE) released a Notice of Intent (NOI) to fund the Bipartisan Infrastructure Law's \$8 billion program to develop regional clean hydrogen hubs (H2Hubs) across America. H2Hubs will create networks of hydrogen producers, consumers, and local connective infrastructure to accelerate the use of hydrogen as a clean energy carrier.

Hydrogen energy has the potential to decarbonize multiple economic sectors, including heavy-duty transportation and steel manufacturing, create good paying jobs, and pave the way towards a grid powered by clean energy resources. Today, the U.S. produces about 10 million metric tons of hydrogen annually, compared to approximately 90 million tonnes produced per year globally. While most of the hydrogen produced in the U.S. comes from natural gas through steam methane reforming, electrolysis technology – which uses electricity to produce hydrogen from water – is an emerging pathway with dozens of installations across the country. This technology could produce hydrogen using clean electricity from renewable energy including solar, wind and from nuclear power.

The selection of the regional H2Hubs will utilize cross-office collaboration and consider factors such as environmental justice, community engagement, consent-based siting, equity, and workforce development.

DOE will select proposals that prioritize employment opportunities and address hydrogen feedstocks, end uses, and geographic diversity. The NOI provides a high-level draft plan for DOE's current vision to meet the BIL requirements for the H2Hubs, which will be supported by DOE's Office of Clean Energy Demonstrations and Hydrogen and Fuel Cell Technologies Office.

Learn more [here](#).

Bipartisan Infrastructure Law Guidebook

The White House established an online guide to the Bipartisan Infrastructure Law, including a program-by-program breakdown of funding availability, general project eligibility, and upcoming milestones.

The guidebook and accompanying spreadsheet are designed to help stakeholders navigate the more than 375 individual programs and will be periodically updated with key timelines and links to relevant resources.

The Guidebook to the Bipartisan Infrastructure Law is available [here](#). The accompanying spreadsheet, which includes more details on next steps for each program, is available for download [here](#).

Other Funding Opportunities & Notices



DOE: Notice of Intent for 2022 Advanced Vehicle Technologies Funding

The U.S. Department of Energy (DOE) has announced a notice of intent to issue a Funding Opportunity Announcement (FOA) entitled "Fiscal Year 2022 Vehicle Technologies Office Program Wide FOA." The potential FOA will advance research, development, demonstration, and deployment in several areas critical to achieving net-zero greenhouse gas emissions by 2050, including advancement of electric drive technologies using less rare-earth metal, materials and structures innovations to reduce the weight of battery electric vehicles, electrification of non-road vehicles, improvements in off-road vehicle charging, improved efficiency of engines using low-carbon fuels, and deployment of these technologies among diverse communities.

DOE anticipates including the following topics of interest in the FOA:

Batteries and Electrification

- 1.) Electric Drive System Innovations
- 2.) Off-Road Electric Vehicle Charging Concepts

Materials Technology

- 3.) Powertrain Material for Battery Electric Vehicles
- 4.) Multi-Functional Material and Structures Research and Development

Decarbonization of Off-Road, Rail, and Marine Technologies

- 5.a.) Natural Gas Engine Demonstration for Off-Road, Rail, and Marine Applications
- b.) Low-GHG Concepts for Off-Road Vehicles and Equipment
- c.) Advanced Opposed Piston 2-Stroke Hydrogen Combustion Architecture for Heavy-Duty Transportation, Including On- and Off-Road, Rail and Marine Applications
- d.) Demonstration of Dimethyl Ether Medium-Duty Engine for Non-Road Applications

Energy Efficient Mobility Systems

- 6.) Clean Energy Mobility Solutions for Underserved Communities

Technology Integration

- 7.) No Home Charging
 - a.) No Home Charging: Multi-Family Housing Innovative Demonstrations, Technical Assistance and Best Practices
 - b.) No Home Charging: Electric Vehicle Charging for Overnight Parking
- 8.) Community Engagement, Outreach, Technical Assistance, and Training in Underserved Communities
- 9.) Community-Driven Electric Vehicle Charging Deployment in Underserved Communities

- 10.) Innovative Medium- and Heavy-Duty Electric Vehicle Charging and Hydrogen Fueling Infrastructure Regional Plans
- 11.) Addressing Critical Training Needs for Transportation Decarbonization
- 12.) Demonstration and Deployment – Open Topic

Analysis

- 13.) Transportation Energy Analysis

Learn more about the Notice of Intent (NOI) [here](#).

For prior DOE Funding Press Releases & NOI's visit: [energy.gov Newsroom](https://www.energy.gov/newsroom).



The Vehicle Technology Office (VTO) within the DOE's Office of Energy Efficiency and Renewable Energy (EERE) supports projects that advance market acceptance of next generation energy efficiency and renewable energy technologies.

[View Open VTO EERE Funding Opportunities](#)

Stay Up to Date on Funding Opportunity Information

There are several ways to make sure you don't miss an opportunity to apply for funding. Periodically check the Clean Cities Funding Opportunities [webpage](#). Also sign up for alerts via [SAM.gov](https://www.sam.gov) to be notified of funding opportunities as they arise.

Use the [AFDC Laws and Incentives database](#) to assess what federal, state, and utility/private incentive programs already exist.

Upcoming Webinars, Conferences & Events

Webinar: EV Infrastructure Training Program (EVITP)

July 7, 2022 at 2:00pm ET

Attend this webinar to receive background on EVITP, the required training for NEVI-funded EV charger installers (per FHWA's proposed rules for the NEVI program).

Register [here](#).

Sustainable Fleet Technology Webinars:

1. The Economic Value Propositions to Make the Business Case for Bi-Directional Charging

July 21, 2022 at 2:00pm ET

Transportation electrification is not cheap. However, there exists a number of use case scenarios where the energy storage capacity of electric vehicle assets could be used for cost avoidance and/or a potential revenue stream. Learn more about bi-directional charging and potential value propositions.

Register [here](#).

2. Creating a Culture for Change & Gaining Buy-In

August 4, 2022 at 2:00pm ET

Fleet management is dynamic with constant change. Integration of new strategies and technologies is imperative to stay competitive and to meet the growing demands of your customers. Key to successful integration and deployment of new strategies and technologies is change management and buy-in across your organization. Learn some of the basics of change management, as well as hear best practices and ways some of the top fleets have created a culture that embraces technology, change and continuous improvement.

Register [here](#).

3. Best Practices of the Top Green Fleets 2022

September 15, 2022 at 2:00pm ET

This session will feature the top Green Fleet Award winners for 2022. Get the straight story on the methodologies and technologies that work for the

top Green Fleets! You will learn how the fleets were able to get funding for alternative fuel vehicles, as well as the infrastructure to support them. They will also present the ROIs for their projects. These are tools, tips and strategies that you can use in your operation the next day.

Register [here](#).

4. Avoiding the Potholes in the Road to Fleet Electrification

September 29, 2022 at 2:00pm ET

The reality is that all projects have their potholes or unintended consequences. Hear the good, the bad and the ugly in fleet electrification. Learn from those leading the way. Understanding what went well (best practices), as well as mistakes (potholes to avoid), will save you time, money and pain.

Register [here](#).

AltWheels Fleet Day - presented by samsara

October 3, 2022

Norwood, MA - Four Points by Sheraton

AltWheels is one of the largest meetings of fleet managers on the East Coast, where industry experts come together to share their experiences using alternative fuels and learn about new technologies to reduce harmful greenhouse gas and particulate emissions. 2022 Fleet Day will be held in person on October 3rd and include keynote speakers, sponsored breakout sessions, and a ride-and-drive event featuring alternative vehicles of all sizes.

GSCCC has been supporting this event for many years and will be co-hosting AltWheels 2022. Don't miss this opportunity to establish new connections, share inspirational messages, and access that latest and greatest alt fuel information and tools.

Early bird rates are available!

Register [here](#).

Visit the AltWheels website [here](#).

Spring Into New Knowledge About EVs And Drive Clean All Summer Long!

The number of EVs on our roads is growing year over year. In 2021, U.S. EV sales surpassed half a million doubling their share to over 4.5 percent of the car market (International Energy Agency). Charging stations are also becoming more accessible, with tens of thousands of locations available to the public nationwide. In addition to handling winter conditions and cold temperatures, EVs have benefits to offer year-round, including regenerative braking and impressive torque.



Regenerative braking is a mechanism in which the EV battery is recharged by the force of braking, which allows for more energy to be conserved while driving. In traditional gas-powered vehicles, energy is simply lost during deceleration (AFDC).

Torque is a component of an engine's power generation which determines how quickly a car accelerates. EVs have the advantage of being able to carefully control torque from a standing start, compared to gas-powered cars that have zero torque at zero RPM and have to be revved up to start moving (Plug In America).

Chances are, you're noticing more and more EVs on New Hampshire's roads and EV charging stations in your community. As you know, GSCCC works with stakeholders around the state to promote and implement clean transportation projects. EVs are a great solution to achieving our goals of reducing transportation emissions. Learn more about EVs on the [DOE's Alternative Fuels Data Center website](#).

Attention: New Hampshire Towns and Cities

We want to hear from you:

Are you interested in bringing EVs and charging to your communities?



READY TO CHARGE UP?



Let us know where your community needs help laying the groundwork for electric vehicle charging stations.
Take our short survey!

[Take the Survey](#)

What's Going On?



ROUSH: The Pain at the Pump Will Continue

Todd Mouw with ROUSH CleanTech shared the following article:

“The latest projections from the U.S. Energy Information Administration are showing little relief at the pump. EIA fuel price projections for gasoline and diesel continue to trend at unprecedented levels with increased volatility (is that really possible?).

At Roush, we are investing in battery electric and hydrogen fuel cell and believe that both provide a lot of long-term promise from an emissions and operational cost reduction perspective. Unfortunately, these technologies and their ecosystems need time to mature and are not ready for the significant scale required in the commercial truck and bus sectors.

Propane autogas promises relief. Let's see the numbers accomplished with propane autogas vehicles: With fuel prices where they stand today, if you operate 20,000 miles per year and cut your fuel costs by an energy content adjusted \$2.00 per gallon, that's \$6,500 per unit per year or more back into your operating income. On average, autogas is 40% less expensive than gasoline and about 50% less than diesel. All the money saved can be allocated toward driver recruitment or retention, product innovation or equipment replacement.

Every month in our CleanTalk e-newsletter, we include current pricing for gasoline, diesel and propane (see June 14 prices above) so that you can easily see how much is saved with propane, consistently from month to month and year to year.

Propane autogas vehicles can also boost a company's financial standing. For those concerned with their Environmental Social Governance (ESG) rating — which measures a company's exposure to long-term environmental, social and governance risks — propane autogas vehicles can help with those scores due to their clean-operating, low carbon footprint.

Propane is a shovel-ready alternative-fuel option, not only helping you avoid high gasoline and diesel prices, but helping reduce your emissions and improve ESG ratings at the same time!"

To learn more about ROUSH CleanTech's advanced clean transportation fleet solutions, visit their [website!](#)

You Might Also Be Interested In:

Biodiesel Report: [Biofuel Innovation: Clean Energy Solutions, Ready Today](#)

Compressed Natural Gas: [Critical Role of CNG for Fleet Resiliency from Sever Weather Events](#)

ACT News Article: [Determining the Optimal Matrix of Fueling Solutions for Your Fleet](#)

Job Opportunities:

- [Southern NH Planning Commission - Regional Mobility Manager](#)
- [Vital Communities - Multiple Positions](#)

Thank you for reading – if there's something you'd like to see, say, or share, drop me a line: Jessica.L.Wilcox@des.nh.gov

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